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THE
BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS



♦♦ VOL 1 NO. 3 ♦♦
JUNE 7, 1990



On the COVER PHOTO, submitted to The Barnacle Photo Contest, by Rodney Avila, Jr of the F/V *Trident*, crew members Louie Pacheco (left) and Mario Paciro (right) mend the nets at sea as the dusk settles in the background. ABOVE PHOTO the newest member of the fishing fleet, the Fishing Vessel *Acores* heads out to sea on her maiden voyage past Vineyard Haven on May 28th.

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Ship to Shore

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+ ming,
moy

To Shawn Sipple F/V Tradition
From: Paula Slight

Happy Birthday Jim
quarter century
from
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Daddy,
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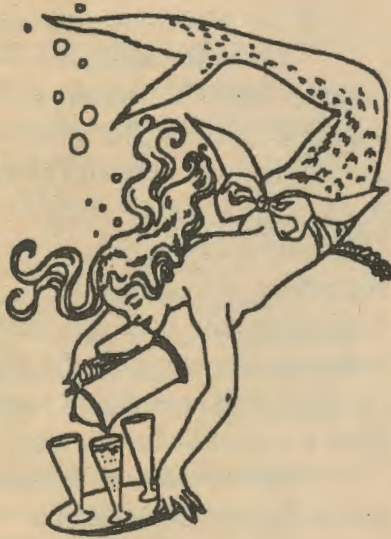
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Happy Birthday Diane Spooner

Many more of the same - Howard W. Nickerson

Many More Years of Following Seas - Ben Behn

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You're the greatest and a true friend Larry Chongalides

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Scallop Committee Navigates Carefully With Limited Entry Proposal

Issue May Be Ready For Public Hearings In July

May 29th was a day to begin discussing just what kind of moratorium regulation could be established for the sea scallop fishery. Following a crucial vote by the New England Fishery Management Council in early May to include the issue of a scallop fishery moratorium with the "fast track amendment", the Scallop Oversight Committee had to tackle that issue at its recent May 29th meeting. It was such a detailed issue that the committee found that it needs to hold another meeting in June to conclude its findings.

The New England Council supported the Oversight Committee's recommendations that a "fast track amendment" be developed calling for new regulations to control fishery effort of the diminishing scallop resource. Some of those proposals include limiting the crew size to nine total men including the skipper, a limited dredge size of 30 feet total per vessel, and establish a 144 hour layover time in port between trips. The Oversight Committee did not include the moratorium issue into the fast track amendment at its April meeting but the full Council voted to include the issue in May.

Most recently on May

29th in Warwick, Rhode Island, the Oversight Committee discussed a number of issues relating to a limited entry scheme. About 20 fishing industry representatives and boatowners were on hand to hear the proposals and to voice their opinions.

At the start of the meeting Offshore Mariners Association Executive Director Howard Nickerson urged the committee to start taking some action. "Congress is watching the actions of this committee very closely, you people don't have that many days in the year left and I'm afraid that others will make these decisions for the industry rather than you or I" Nickerson informed the committee relative to new regulations.

The group began their discussions with the issue of which vessels will be allowed to fish for scallops under a new plan. The legal opinion for the Council suggested that all vessels regardless of any suggested categorization under a "green fleet" or "orange fleet" plan should be included. While 45 new vessels joined the fleet in 1989 some 49 vessels left the fleet informed Staff member Lou Goodreau.

Local Committee member James Costakes suggested the need for an annual declaration by those who choose to enter the scallop fishery. Currently many vessels regardless of dragging or scalloping hold scallop permits, simply by checking off the box on the permit application forms from the government.

The committee debated for some time the issue of a cutoff date as to just who will be allowed to fish and before what date. Separating the issue of new construction from that of those who have been fishing, the committee discussed the idea of allowing permits only to those who have landed scallops prior to December of 1989. Instead, the group voted and approved a measure that **permits will be limited to those vessels that have 1989 permits and can show that they landed scallops before March 2, 1989 as recorded by the National Marine Fisheries Service.**

Some boatowners in attendance expressed their concerns that the current registered date of moratorium notice of March 2, 1989 should be used and not any future date. One fisherman suggested that he knew of at least 25 boatowners who would have built new

vessels in 1989 if the notice of a possible moratorium was not posted.

The issue of new construction was handled carefully by the committee. The group supported a motion which called for **allowing permits to any new vessel which has a written binding contract of construction prior to March 2, 1989 and who has fished within one year after that date.**

The topic of bycatch limits was contested by those in attendance. The committee suggested that a three bag limit or 120 pounds of scallops per vessel per trip be instituted as a bycatch or incidental allowance.

Offshore Mariner Director Howard Nickerson joined others in debating that the bycatch of trawls is too small to make any difference relative to overfishing concerns. Voicing his objections that law enforcement can't enforce what regulations there are now, he declared to the committee to "leave the issue alone!" Committee member James Costakes cautioned the committee that there could be problems with this proposal if larger vessels are limited to three bags per trip while smaller day-trip vessels are allowed the same per

trip. The Committee suggested that it wait and looks at what bycatch limits, if any, will be decided by the groundfish committee.

The committee moved on to discuss the issue of transfer of scallop permits. Some boatowners expressed their concerns of not being able to transfer permits should they sell or purchase any vessel which currently hold a valid permit.

Taking their opinions into consideration, the committee voted to **allow the transfer of scallop permits to vessels which move into the same class category or into a lower category pending the development of the categories by the Council staff.** That would mean that vessels that are in the green fleet could move onto another green fleet vessel or green fleet to orange fleet if the proposed classification is accepted.

The issue was similar to that of the topic of "vessel replacement" and "vessel upgrades". The committee voted to support a measure which would **allow for the replacement of any vessel with similar or equal harvesting capacity such as equal or less horsepower.** The council staff was also directed to develop other similar methods. The issue

was the same for the topic of vessel upgrades where boatowners will not be allowed to move upward but level or downward in upgrading the performance of their vessels.

By the end of the day with a host of other issues still to be discussed the committee moved on to debate the issue of utilization of permits. It suggested a measure calling for those who hold scallop permits to "use it or loss it". It did not however take any action on the topic but directed the council staff to define the criteria relative to the "use" of permits.

The Oversight Committee plans to meet again on Wednesday, June 14, at an earlier time at 9 AM and at a different location in Warwick, Rhode Island to discuss many other issues. The new location of that meeting will be at the Holiday Inn at 800 Greenwich Avenue.

The Committee intends to discuss the issues of an annual declaration, trip limits, and other topics that are being developed by the council staff for that meeting.

The full council plans to meet in June and if there are no further delays, the "fast track amendment" could go before a public hearing approximately in the second week of July.

Our Thanks and Appreciation to

*Pierce, Lars Olsen and the crew of the Fishing Vessel Rainbow
for taking the Bradford Clapp memorial flowers out to sea*

Ann Clapp & Family



Groundfish Management Committee Meets To Discuss New Steps To Combat Overfishing

Although no proposals were developed, the New England Fishery Groundfish Committee meet on May 30th in Danvers to discuss its next steps relative to decreasing overfishing of the groundfish stocks.

The main purpose of the meeting was to begin once again to discuss what measures it might take to meet the fishery management plan objectives of solving the overfishing problems.

According the Council staff Scientist Christopher Kellogg the committee decided to not increase the mesh size on nets but may come back to that issue at a future date. A motion was made however to take to a public hearing the issue of requiring a "square" mesh in any part of the net. Such a move is believed to improve the selectivity of the mesh.

The committee tackled the issues of how far the current mesh size regulations will get them along with the success of the closed area regulations. The committee will also be looking at gear modifications, what alternative types of gear are available at its next meeting.

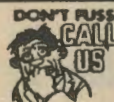
A vote was taken to request the Chairman of the Groundfish Committee to initiate a Flexible Area Action Plan in Southern New England. According to Kellogg it calls for having the Fisheries Service monitor the Southern New England closed areas and adjacent locations to see if there is over 50% of small yellowtail being caught. If this is occurring, Kellogg suggests the committee could than take action to close the areas again. "This issue came up even with the 5-1/2 inch mesh size regulation," said Kellogg. "There is

so much small fish they are plugging up the nets," he added.

Although there wasn't anything concrete, the committee intends to consider the issue of a moratorium on the groundfish fleet soon but has not discussed any control dates. Kellogg said the committee would like to wait until the full council discusses the issue which it plans to do and also to get the advantage of what may come out of the public hearings relative to the scallop fishery moratorium proposal.

Lastly the committee also voted to ask the National Marine Fisheries Service to update its analysis particularly with that of fish mortality rates of the groundfish stocks.

The Council most recently completed work on measures that allow them to quickly close specific areas to fishing when large concentrations of small fish occur. During an April public hearing in Fairhaven, local fishermen informed the council of a number of areas of small yellowtail concentrations and have voiced their approval of closure regulations in an effort to improve the fishery resource.



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Massachusetts News

Marine Fisheries Advisory Commission Hearing Attracts Local Seafood Processors And Fishermen

Developing a definition of the soaking of scallops and how much filleted fish can you have onboard for personal use were two of the topics discussed at a public hearing at the Massachusetts Maritime Academy recently.

A number of local seafood processors and their representatives attended the May 24th meeting held by the Massachusetts Marine Advisory Commission to voice their concerns about the issue of a proposed regulatory change.

According to Phil Coates

of the Division of Marine Fisheries, the Division has received complaints and inquiries relating to the practice of soaking shucked scallops in water and/or preservatives as a means to increase the weight of the scallop meat. A meeting agenda notice indicated that the industry has acknowledged this practice by creating market categories such as "wet pack".

It currently is unlawful to possess, handle or sell any scallops which have been soaked, and food

to which water has been added is considered to be adulterated under public health laws.

The meeting was called to pursue developing a definition of "soaking" as an aid to enforcement. There is presently no clear definition of "soaked". It is being proposed that any scallops found standing in liquid will be presumed to have been soaked.

A number of industry representatives expressed concerns about the wording of the proposed new regulation and its implications.

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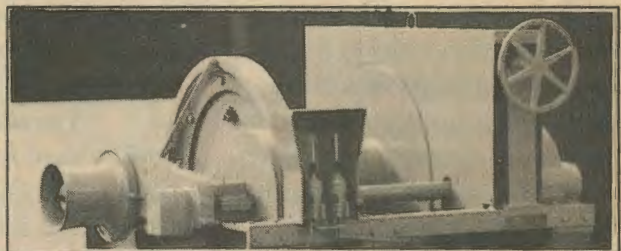
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One attorney suggested such a regulation would impose a hardship on dealers working in the state, while at the same time other states do acknowledge the practice but have not regulated it.

Division of Marine Fisheries Director Phil Coates suggested that the industry set up a consumer hotline to field any questions the public might have concerning this issue.

Another topic discussed was that of determining what amount of filleted fish should be allowed to be used for personal use aboard commercial fishing vessels. The Division is proposing a limit of not more than ten pounds of fillets per person in vessels in state waters unless that vessel is authorized to process at sea.

Current state regulations prohibit the processing of fish at sea without a permit. Since processing includes the filleting of ANY fish at sea the question arises as to what, if any, amounts of filleted fish, assumed to be destined for personal use, may be aboard vessels.

Although the Division acknowledges it is a common practice for fishermen to fillet fish for their own use, it feels the practice must be reconciled with the current regulatory prohibition.

The issue was met with some resistance from local fishermen. One fisherman suggested that a 20 pound limit be enacted rather than ten pounds while another suggested that there are enough regulations on fishermen now.

Other topics discussed that night included establishing a procedure whereby large lots of fish may be subsampled for purposes of compliance with minimum size limits and other

regulations and statutes. Presently environmental police in the state are required to measure, weigh or count all fish in catches suspected of containing illegal fish.

The Division of Marine Fisheries maintains that this requirement reduces the efficiency of fisheries enforcement at a time when the Division of Law Enforcement is impacted by staff shortages and an increasing enforcement burden.

The Division is proposing to establish a sub-sampling procedure that will allow enforcement personnel to representatively sample a portion of the catch rather than each and every fish. Federal enforcement officials currently utilize such procedures often resulting in joint state/federal enforcement efforts being handed over to the federal agencies resulting in lost revenues (fines) to the Commonwealth.

The final issue of the evening focused on a petition by the Massachusetts Inshore Draggermen's Association to reopen the area inside the tip of Great Point, Nantucket to the tip of the east jetty on Nantucket to mobile gear fishing from June 1 to September 15.

The closure was implemented in response to a petition in 1987 from a group of recreational fishermen, bay scallopers and fixed gear fishermen to close the area to alleviate gear conflicts.

Fishermen who attended the hearing suggested that there is very little if any fixed gear in the area and they would like to see the grounds open to draggers once again.

Local People Want Lightship To Stay

*All Join Committees To Plan
Future Use Of Ship*

About 50 people crammed into a small conference room in the Durant Sail Loft Inn at Merrills Wharf to voice their thoughts about just what to do with the "New Bedford" Lightship. For many it was a worry thought of possibly losing the ship to another port as the city experienced with the old Whaleship Charles W. Morgan back in the 1930's.

The meeting was held by the New Bedford Development Commission and the Schooner Ernestina Commission to solicit public comment as to whether or not the ship should stay in the city and what should be its purpose. The vessel has fallen a victim of disrepair and is in need of major work. The Old No. 114 Lightship has not been hauled out of the water for 17 years.

The ideas tossed around at the meeting included using the ship as a tourist attraction, a fisheries museum, a harbor beacon, and a special project for a local sea scout troop. One local man who retrieved a bell from the sunken Vineyard Lightship urged the group to not

give up the bell should the ship be given away.

Following the public comment period, HDC Chairman Richard Walega suggested that up to five committees be established to look into developing a purpose for the ship. Those committees include;

1. *Location Committee*; its purpose is to suggest a host of locations where the lightship might be placed.
2. *Utilization/Youth Group Committee*; Look into the possibility of youth groups and others to utilize the ship and how they might use her.
3. *Fishery Museum Committee*; Research the possibility of turning the vessel into a fisheries museum to honor local fishermen and the Coast Guard.
4. *Restoration Committee*; To determine what it will take to repair the vessel both inside and out.
5. *Promotion/Tourism Committee*; To determine what how the ship could become a tourist attraction and what promotions might be developed around her.

The committees plan to meet in the coming weeks and report their findings back to the entire group on June 20th, 7 PM, at the Schooner Ernestina Office, 30 Union Street in New Bedford.

Anyone interested in serving on any committees can call Arnold Robinson at the City Hall Office of Neighborhood and Development.

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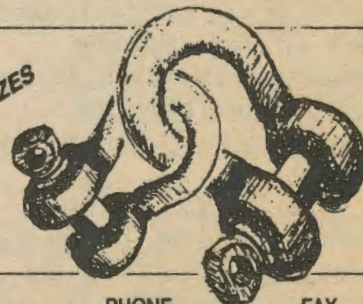
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New Summer Festival Announced

Organizers Expect A Number of Wooden Schooners To Participate

A new type of festival is planned to take place along the New Bedford waterfront this summer. Festival and regatta coordinators, Charles Hauck, Emmy Hahn, Philip LaFrance, and Michael Warr announced plans on May 31st for the Heritage Days Regatta Festival, August 25 & 26, 1990.

"The combination of the regatta and the festival really brings out the best attributes of downtown New Bedford," said event coordinator, Charles Hauck.

On Saturday, August 25th the activities will include the race for the smaller classic wooden yachts, as part of the WoodenBoat Classic Regatta Series. Some spectator boats will be provided and the start and finish of the race can be seen from Fort Rodman. The course will be set by Low Tide Yacht Club.

Activities for the landlubber will include two stages with music entertainment; one stage will be located at the waterfront and the other stage will be located at the Purchase Street side of Wing's Court. Throughout the historic district and up to Purchase Street there will be folklorist performing activities from New Bedford's past. Other activities include a scrimshander, net maker, boat maker, sail maker, candle maker, rope maker, quilt maker, and cooper. There will also be chalk artist throughout the area creating depictions from scenes from Moby Dick to portraits of famous people from New Bedford.

"We are not going to have vending or craft areas. The idea is to utilize the Downtown's shops and restaurants and supplement them with entertainment - music, street performers, and chalk artists. We want visitors and residents to really get a

positive feeling for what the City has to offer historically and today," said Emmy Hahn, Director, Downtown New Bedford, Inc.

On Sunday, August 26th the activities from the historic district to Purchase Street will continue. The smaller classic yachts will conclude their activities with a parade of sail. The regatta scheduled for the day will include the large schooners. This race is hosted by the home schooner, the Schooner ERNESTINA. The race will include the Schooners ERNESTINA of New Bedford, The SPIRIT OF MASSACHUSETTS of Boston, and the SHENANDOAH of Nantucket. The Schooner ERNESTINA will be carrying a crew of Russian Maritime Cadets from the Russian Schooner DRUZHBA, which will have docked at the Mass Maritime Academy in Bourne the day before. The New Bedford Area Chamber of Commerce will be sponsoring the Schooner SPIRIT OF MASSACHUSETTS

The Classic WoodenBoat Race on Saturday is part of the east coast WoodenBoat Race on Saturday is part of the east coast WoodenBoat Classic Regatta Series. The series is one of eight, with the Opera House Regatta, August 19 and the Newport RI Classic Yacht Regatta, September 2. The series will be awarding a first, second and third prize for the series. The only distinction for participating is that the boat be made of wood and measure 25 feet or longer.

"The regatta starting from New Bedford's harbor brings back an aspect of sailing that has been missing for quite a while, it gives the harbor another dimension," said Michael Warr, regatta coordinator and Vice Commodore of the American Schooner Association.

Due to the two different aspects of the event, coordination and support have been the key element in making both the regatta and the festival possible. To date the following have shown their support through contributions of money, services, &/or space:

Downtown New Bedford, Inc.
The American Schooner Association
The City of New Bedford
The Office of Cultural Development
The Schooner Ernestina Commission
Massachusetts Arts Lottery Commission
Low Tide Yacht Club
The Standard Times Newspaper
WoodenBoat Regatta Series
Harbor Master of New Bedford
Department of Environmental Management
New Bedford Area Chamber of Commerce
The United States Coast Guard
The Whaling Museum
Rotch-Jones-Duff House & Garden Museum
Zeiterion Theatre

The coming months will include development of more activities. A complete listing of events will be forthcoming

Festival Coordinators:
Emmy Hahn, Executive Director,
Downtown New Bedford, Inc.
Charles Hauck, Artist, Festival Coordinator
Philip LaFrance, Commodore, American Schooner Assoc.
Michael Warr, Vice Commodore, American Schooner Assoc.



Welder Jeff Lech of Mark Dalton Welding Company keeps busy working on some gear at Steamship Wharf.

High School Grads Ready for Maritime Jobs

Provided By Muriel Broadland, R.N. School Nurse

Congratulations to the 1990 graduates of the Marine Industries program at Greater New Bedford Regional Vocational Technical High School!

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The Marine Industries Program is located at a separate modern marine facility at Fort Rodman on Clarks Point jutting into Buzzards Bay. This unique location at 918 Rodney French Boulevard provides a realistic atmosphere for the training of vocational students in many maritime occupations.

The Marine Industries Program is designed to provide entry-level skills in many areas of marine technology. A large twine and rigging loft provides training in net making, inshore and offshore fishing, net mending, and marlinspike seamanship. Marine engineering and marine mechanics are taught at a basic level on both gasoline and diesel engines, and outboard motor maintenance is provided in another section of the facility. A large laboratory-classroom is also located on site for instruction in navigation, seamanship, and inshore fisheries. Instruction is provided in Rules of the Road and the skills needed to operate a vessel.

The sea-time portion of the program focuses on the operation and maintenance of the school's training boats. Vocational Four, a 26-foot motor whale boat, is used to teach seamanship, boat handling; diesel operation, and lobstering. Several skiffs, dories, and other small crafts

are used for scalloping, gillnetting, and longline training as well as rowing and outboard operation.

The Marine Industries Program has cooperated with the Massachusetts Department of Marine Resources in both fish tagging and gear evaluation studies. Assistance is also given to local shellfish wardens in transplanting oysters, scallops, and quahogs using bullrakes, tongs, drags, and other shellfishing equipment.

Graduates from the Marine Industries Program are employed in the commercial fishing industry, the merchant marine, marine research, and at boat yards, yacht clubs, and other marine support facilities. In addition, several graduates have continued their education at maritime academies, colleges, and technical institutes. Marine Industries graduates may have their sea and classroom time documented. Upon meeting the United States Coast Guard requirements, they can sit for their Operator Uninspected Passenger Vessel license.

Local Barge Disposed at Sea

Provided By Dick Searles, Linberg Marine



During the early morning hours of May 15th, the Tug "BAY MARINER" departed the Fairhaven waterfront with a most unusual assignment. Easing from its berth and slowly following the tugboats lead was a steel deck barge, 34 feet wide and a full 100 feet long - destination: the bottom of the Atlantic Ocean.

Linberg Marine, Inc., owner of the barge found that it was near the end of its useful life and rather than contribute to the

existing waterfront derelicts decided on disposal at sea, not an easy proposition. Permits were applied for and issued by the U.S. Environmental Protection Agency and U.S. Coast Guard, with Coast Guard inspectors scrutinizing the entire operation with a final inspection just one hour before departure. Safety of crew, method of disposal and environmental concerns such as potential oil or floating debris upon sinking were addressed in detail. The disposal area 36

nautical miles from New Bedford is designated by the Federal Government for vessel disposal and is located precisely at the following bearings (9960 Chain) 14400.0 & 43834.0 in 128 feet of water. Approximately 12 pounds of high explosives and two minutes of time later the noble old barge slipped nose down beneath the surface to its final berth, becoming a haven for marine creatures, its future and new life to be appreciated, as was its past.

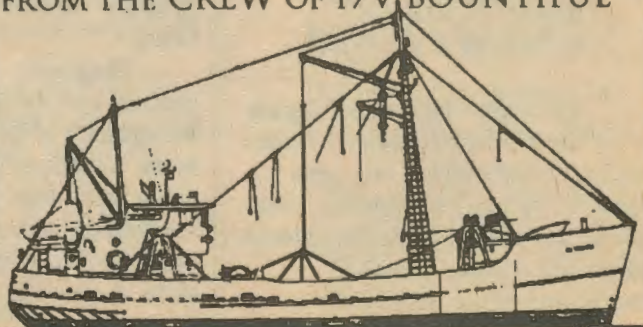
TOPSIDE FISHERMAN'S OUTFITTERS

40-48 UNION STREET
NEW BEDFORD, MA 02740

ONLY THE BEST IN FISHING GEAR

MONDAY-FRIDAY 8-4:30 & SATURDAY 8:30-12:30

BEST WISHES & LUCK
TO THE BARNACLE
FROM THE CREW OF F/V BOUNTIFUL



SCALLOP LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Monday, May 21, 1990

<i>Gabriel</i>	5,300 lbs.	\$4.00 Channel
----------------	------------	----------------

Tuesday, May 22, 1990

<i>Enterprise</i>	12,000 lbs.	\$3.65 Georges
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<i>Warrior</i>	14,000 lbs.	\$3.70 Channel
----------------	-------------	----------------

Wednesday, May 23, 1990

<i>Eileen Rover</i>	14,000 lbs	\$3.68 Georges
---------------------	------------	----------------

Thursday, May 24, 1990

<i>Texas</i>	7,300 lbs	\$3.75 Channel
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<i>Western Venture</i>	13,500 lbs.	\$3.49 Channel
------------------------	-------------	----------------

Friday, May 25, 1990

No Scallopers Landing

Monday, May 28, 1990

No Auction. Memorial Day

Tuesday, May 29, 1990

<i>Integrity</i>	12,000 lbs.	\$3.00 Georges
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<i>Westport</i>	11,500 lbs.	\$3.40 Georges
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Wednesday, May 30, 1990

<i>Harvey F. Gamage</i>	9,000 lbs	\$3.25 Georges
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<i>Rianda</i>	10,000 lbs	\$3.24 Georges
---------------	------------	----------------

<i>Greg & Jeff</i>	15,000 lbs	\$3.20 Georges
------------------------	------------	----------------

Thursday, May 31, 1990

No Scallopers Landing

Friday, June 1, 1990

<i>Nordic Pride</i>	10,000 lbs	\$3.65 Georges
---------------------	------------	----------------

At Sea With The Fishing Vessel TRIDENT



CONGRATULATIONS
to our first winner!
Rodney Avila, Jr.
of the
Fishing Vessel Trident
for providing The
Barnacle with these
photos taken at sea.

Above Photo; Swordfish caught off the Trident is hosted onboard.
Below Photo; Michael Avila (center) shows off his first swordfish
he harpooned with help from Kevin Avila (left) and a straining
brother Rodney Jr. (right)



ATTENTION TO ALL FISHERMEN

Offshore Photo Contest

If you enjoy taking photos out at sea while on the fishing trip, take part in the photo contest sponsored by the Offshore Mariners Association and get the chance to win \$25.

If your photos are chosen they will be published on the cover and center-spread of The Barnacle

Rules

- 1 Photos preferred to be black & white, color photos may be acceptable.
2. Must be taken offshore at sea.
3. All photos will be judged on creativity and clarity.
4. Include your name, address and telephone number with each submission.
5. Send to The Barnacle,
P.O. Box 71, Fairhaven, MA 02719
6. There is no limit as to the number of photos submitted at one time.

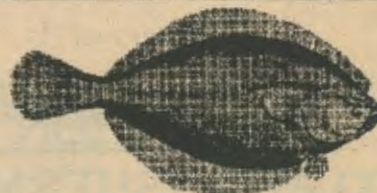


Upper Photo; Swordfish ready for the market.
Below Photo; Crew member Louie Pacheco has some fun sliding on the deck



DRAGGER LANDINGS

PROVIDED BY THE NATIONAL MARINE FISHERIES SERVICE



Curlew II 38,000/Galicia I 26,700/Imigrante 21,500/Isabel S. 22,000/Kelly Ann 33,500/My Way 30,800/Nauset 16,000/
Rio De Aveiro 21,800/Sao Marcos 21,200/Valkyrie 30,000/Vila De Matosa 11,000/
TOTAL 272,500 LBS

Monday
May 21, 1990

800 lbs
102,100 lbs
25,000 lbs
85,300 lbs
10,900 lbs
48,400 lbs

Haddock.....Large 1.00/Scrod .80
Cod Large .50-1.00/Market .60-.80/Scrod .40-.50
Georges Flounder Lemons 1.20-1.30/Large BB 1.10/Small BB .90-1.00/PW .40-.50
Blackbacks Large .91-1.10/Small .80-1.02/PW .40-.65
Sand Dabs .15-.30
Yellowtail Flounder - 100-120 count .90-1.00/120-140 count .50/160-180 count .50-.60

Billy Joe 21,700/Buenos Aires 30,100/Cowboy 24,200/Fisherman 22,500/Foz Do Mondego 23,500/
Lady Laura 19,800/Stirs One 25,500/
TOTAL 167,300 LBS

Tuesday
May 22, 1990

5,000 lbs
56,700 lbs
12,800 lbs
4,700 lbs
2,100 lbs
1,700 lbs
200 lbs
10,200 lbs
76,900 lbs

Haddock.....Large 1.00/Scrod .80
Cod Large .60-.90/Market .60-.65/Scrod .40-.55
Georges Flounder Lemons 1.00-1.20/Large BB 1.00-1.05/Small BB .95-1.00/PW .40
Blackbacks Large 1.00-1.10/Small .90-1.00/PW .40-.60
Greysole Large .80/Small .60/PW .40
Dabs Large .80/Small .40-.60/PW .30-.40
Pollock .15
Sand Dabs .10-.20
Yellowtail Flounder - 100-120 count 1.10/150-180 count .40

Alentejo 17,200/Iberia II 25,500/Miss Happy 14,500/Neves 26,000/Ruthie B 19,800/Sagres 17,500/
Sao Paulo 21,500/Senhora Da Boa Viagem 20,000/
TOTAL 162,000 LBS

Wednesday
May 23, 1990

300 lbs
46,000 lbs
37,000 lbs
0 lbs
2,900 lbs
0 lbs
5,500 lbs
70,300 lbs

Haddock.....Large .60/Scrod .50
Cod Whale .0/ Large .55-.80/Market .67-.75/Scrod .55-.75
Georges Flounder Lemons 2.00/Large BB 1.20/Small BB .90-1.00/PW .40-.80
Blackbacks Large 0/Small 0/PW 0
Greysole Large .80/Small .40-.60/PW .20
Dabs Large 0/Small 0/PW 0
Sand Dabs .10-.30
Yellowtail Flounder - 100-120 count .80-1.02/150-170 count .40/160-180 count .30-.40

Blue Seas II 22,100/Galaxy 15,000/Kelly & Jennifer 10,000/Lucisaura 18,100/Luso-American II 24,600/
Marlu 30,300/Portugal 25,300/Sancor 24,900/Sao Jacinto 25,000/Sunflower 21,000/
TOTAL 216,300 LBS

Thursday
May 24, 1990

0 lbs
71,300 lbs
20,200 lbs
24,800 lbs
2,100 lbs
600 lbs
20,500 lbs
76,800 lbs

Haddock.....Large .0/Scrod .0
Cod Whale .70/ Large .55-.80/Market .30-.70/Scrod .35-.56
Georges Flounder Lemons 2.20/Large BB 1.20/Small BB 1.00/PW .60
Blackbacks Large .80-.90/Small .40-.75/PW .20-.52
Greysole Large .40-.80/Small .30-.50/PW .20-.40
Dabs Large .60/Small .50/PW .40
Sand Dabs .10-.15
Yellowtail Flounder - 100-120 count .80-1.10/160-180 count .28-.60

Faro 19,700/ Impulse 17,800/ Maureen S. 30,300/Niagara Falls 22,800/Susie K. 18,500/Triunfo 19,400
TOTAL 128,500 LBS

Friday
May 25, 1990

0 lbs
63,300 lbs
14,300 lbs
38,800 lbs
11,400 lbs
200 lbs

Haddock.....0
Cod Whale .80/ Large .80-.90/Market .80/Scrod .60-.80
Georges Flounder Lemons 1.40/Large BB 1.20/Small BB 1.00/PW .60
Blackbacks Large 1.00-1.40/Small .90-1.10/PW .55-.60
Sand Dabs .10-.20
Yellowtail Flounder - 100-120 count \$1.20

May 28, 1990
Monday

Memorial Day No Landings

Alem Mar 25,500/Ana Palmira 19,700/Capt Mano 24,000/Cidade de Aveiro 23,000/Fisherman 18,500/
Lisbon 19,800/Lucimar 28,500/Luso American I 40,000/Helen Marie 32,500/Mary Elizabeth 10,500/
Mischief 18,500/Santo Antonio 31,000/Sea Siren 29,700/Shannon III 22,500/Shelagh K 32,700/Virginia Sands 30,500/
TOTAL 406,900 LBS

May 29, 1990
Tuesday

700 lbs	Haddock Large \$.80/ Small .0
205,900 lbs	Cod Whale .40/Large .50/ Market .50/Scrod .35
33,500 lbs	Georges Lemonsole \$1.00/ Large .80-1.00/ Small .75/ PW .30-.40
63,100 lbs	Blackbacks Large .80-1.00/ Small .50-.75/ PW .30-.50
4,000 lbs	Pollock .15-.20
10,500 lbs	Sand Dabs .20
89,200 lbs	Yellowtail 100-120 counts \$.80-.81/150-170 count .30/ 160-180 count .30-.31

Angela W 12,500/Elizabeth 16,500/Kelly Ann 14,300/Rams 13,100/Westwind II 21,000/
TOTAL 77,400 LBS

May 30, 1990
Wednesday

14,300 lbs	Cod Whale .60/Large .65/ Market .50-.65/Scrod .40-.55
8,700 lbs	Georges Lemonsole \$1.60-1.70/ Large 1.50-1.60/ Small 1.15-1.20/ PW .30-.50
29,000 lbs	Blackbacks Large 1.20-1.47/ Small 1.00-1.10/ PW .60-.75
600 lbs	Greysole Large 1.00/ Small .80/ PW .30
2,500 lbs	Sand Dabs .25-.45
22,300 lbs	Yellowtail 100-120 counts \$1.15-1.20/160-180 count .52

Atlantic Star 19,700/Bonansa 26,100/Lady of Grace 26,500/Lucky Venture 26,500/My Way 33,000/Nauset 17,500/
New England 19,700/Santa Queen 27,700/
TOTAL 196,700 LBS

May 31, 1990
Thursday

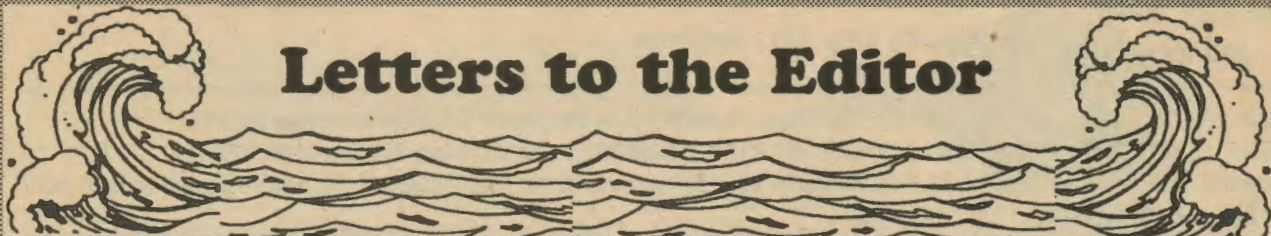
800 lbs	Haddock Large 1.50/ Scrod 1.50
54,600 lbs	Cod Large .60/ Market .60-.65/Scrod .45-.65
12,500 lbs	Georges Lemonsole \$1.75-2.25/ Large 1.65-2.00/ Small 1.30-1.35/ PW .40-.60
20,100 lbs	Blackbacks Large 1.45-1.50/ Small .90-.95/ PW .40
1,400 lbs	Greysole Large 1.00/ Small .80-1.00/ PW 1.00
4,900 lbs	Sand Dabs .12-.25
101,400 lbs	Yellowtail 100-120 counts \$1.20-1.32/ 160-180 count .53-.55

Chain 28,000/Isabel S 28,500/Jenny & Cristina 15,100/Linda & Iida 21,000/Ocean Spray 17,000/S Pedro
22,000/Valkyrie 27,300/Vila De Ihavo 23,300/
TOTAL 182,200 LBS

June 1, 1990
Friday

6,500 lbs	Haddock Large 1.25-1.50/ Scrod 1.25-1.50
100,800 lbs	Cod Large .40-1.00/ Market .40-.75/Scrod .30-.60
17,400 lbs	Georges Lemonsole \$2.25-3.00/ Large 1.60-3.00/ Small 1.30-3.00/ PW .40
14,200 lbs	Blackbacks Large .70-2.25/ Small .40-1.30/ PW .20-.50
2,400 lbs	Sand Dabs .10-.20
32,200 lbs	Yellowtail 100-120 counts \$1.10-1.20/160-180 count .40-.50

FAIRHAVEN VARSITY CLUB
WISHES
THE BARNACLE
MUCH SUCCESS



Letters to the Editor

Dear Editor,

What great news it was to learn that Gary Golas is back on the beat along the New Bedford waterfront. His absence there has been sorely missed. Few native sons are as knowledgeable and concerned about the waterfront as Gary is.

"The Barnacle" is a great publication. It is informative, timely and personalized. I predict "The Barnacle" will quickly become the pocket-guide to the

New Bedford waterfront.

Keep up the great work and much success with "The Barnacle".

Barry J. Richard

(Barry is a former WNBH News reporter currently working at WHJY/WHJJ Radio in East Providence, RI)

Let everyone know of your opinions

Send your letters typewritten, signed and include your telephone number to

The Barnacle Editor

P. O. Box 71

Fairhaven, MA 02719

Calendar of Events

Thursday, June 7, 1990, 5 PM

New Bedford Harbor Development Commission Meeting
Piers Three

Monday, June 11, 1990 10 AM

New England Fishery Management Council
Lobster Oversight Committee Meeting
Howard Johnson, Route 1, Danvers

Thursday, June 14, 1990, 9 AM

New England Fishery Management Council
Scallop Committee Meeting
Holiday Inn, Greenwich Ave., Warwick, RI

Wednesday, June 20, 1990, 7 PM

Public Committee Meeting Re: New Bedford Lightship
Schooner Ernestina Office, 30 Union Street

The Barnacle welcomes notices of important public meetings

Send the notices to:

The Barnacle, P O. Box 71, Fairhaven, MA 02719

Educational Notes.....

AIR SEA RESCUE VIDEO

If you spend enough time on the water, chances are good that at some point you will need assistance from the U.S. Coast Guard. Do you know what kind of equipment they have available? Do you know how they will get it to you, especially when you need it "now"?

The University of Rhode Island Department of Fisheries and the U.S. Coast Guard have produced a 15 minute video which demonstrates air-sea rescue procedures designed to educate boaters about aspects of rescue operations which have caused difficulties in the past. Three procedures are discussed: direct and

indirect hoists and drops; and raft and water rescues.

The video is available for \$15.00 and can be ordered by contacting:

Rhode Island Sea Grant Program
Graduate School of Oceanography
Narragansett, RI 02882

ATTN: Fishermen

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Coast Guard Reports

The Barnacle would like to welcome onboard Petty Officer Kelly M. King of the Coast Guard Public Affairs Office. King will be providing these reports on a regular basis. We also would like to wish Petty Officer Ellen Harrington well on her new assignment with the Bicentennial Office.

May 1, 1990/ 4:23 PM

The Motor Vessel General Vargas, a 476 ft cargo ship from the Philippines reported to be disabled with main engine failure some 130 miles east of Nantucket. Ship's agent was notified and company arranged for tow by a tug to New York

May 3, 1990/ 9:45 PM

The Fishing Vessel Rebecca and Rachel became disabled with a net in the screw. Cutter Point Francis assisted with a tow to Nantucket where divers will repair problem.

May 5, 1990/ 1:29 PM

The Coast Guard received a Mayday call, voice was a calm adolescent and sounded like the same voice which made a number of hoax calls on April 6 & 7th. Coast Guard called back but the caller stopped transmitting. It was determined that the call most likely came from the Gloucester area. Information forwarded to FCC.

May 5, 1990/ 10:05 PM

A man walking the beach at Gooseberry Neck in Westport saw a flare go off in the vicinity of Buzzards Bay near Cuttyhunk. Helicopter assisted in searching were conditions were good but nothing was found. Determined likely to be a false call.

May 6, 1990/ 12:22 AM

The Coast Guard responded to a distress call from the sailing vessel Carol's Dream some 300 miles south/southeast of Cape Cod. The vessel was leased to a sailing school in Connecticut and was on a training cruise when it snapped its steering cable and was in danger of losing its mast due to rough seas. The 6 man crew abandoned ship onto the Motor Vessel Independent Accord, a 495 foot cargo ship bound for Belgium. The Cutter Tampa was enroute for the survivors but the cargo ship would not delay its voyage long enough. The report indicates that the survivors are "going on an unexpected vacation to Antwerp".

May 6, 1990/ 4:50 PM

The Coast Guard received a call from a person who stated that an anonymous caller told him the Fishing Vessel Roxey Lee was on fire. An urgent marine information broadcast was sent out for all waters south of Gloucester. When the crew of the vessel tried to make a call via the marine operator he was told the Coast Guard was looking for his boat. He reported that everything was fine, there was no fire.

May 6, 1990/ 5:35 PM

The Coast Guard received a Mayday call with no further transmission. After determining that the call came from the Chatham area, a search did not find anything.

May 7, 1990/ 9:18 AM

The New Bedford Fishing Vessel Bagatell was reported to be disabled with a blown clutch about 50 miles east of Nantucket. Vessel was towed to Nantucket Sound where a commercial salvage was to assist.

May 14, 1990/ 5:51 AM

The Fishing Vessel Lady Jay reported that a crewman broke his leg by getting caught in the gear during haulback of nets and was in extreme pain. Patient was medevac to Cape Cod Community Hospital by Coast Guard Helicopter.

May 18, 1990/ 7:09 AM

The Fishing Vessel Sancor some 120 miles east of the cape reported that a crewman was suffering from a swollen mouth and throat and was not able to eat. Patient was medevac by helicopter to Barnstable airport.

May 19, 1990/ 12:18 PM

Fishing Vessel Resolute reported about 110 miles east of Cape Cod that a crewman had suffered three broken toes when the scallop dredge dropped on his foot. The foot was not bleeding but was swollen and man in pain. Coast Guard flight surgeon recommended ice, elevating foot and pain medication. Patient was medevac to Nantucket Cottage Hospital.

May 19, 1990/ 3:10 PM

Coast Guard received a report from the Sailing Vessel Liberty, a 42 foot boat from

New Hampshire of a man overboard in Buzzards Bay in the vicinity of Buoy # 8. A husband and wife were on a pleasure trip when the husband was knocked over by the vessel's boom. The person with no vital signs was recovered by a civilian vessel nearby. Patient was transported to Falmouth General Hospital and was pronounced dead at 6:19 PM.

May 21, 1990/ 10:23 PM

The Fishing Vessel Montreal reported a man overboard about 100 miles southeast of Nantucket. Coast Guard assisted with two aircrafts, one vessel and a number of fishing vessels. A pair of orange foul weather gear pants were recovered but the man was not located.

May 22, 1990/ 2:50 PM

The Coast Guard assisted one of its own when the Cutter Seneca, 260 miles southeast of Nantucket reported a crewman with a heart ailment aboard. The man was hoisted aboard a helicopter and transported to Cape Cod Hospital in stable condition.

May 22, 1990/ 9:17 AM

The Fishing Vessel Perserverance called to report a 67 year old crewman suffering from severe chest pains. A helicopter assisted in transporting the man to Falmouth Hospital.

May 27, 1990/ 8:22 AM

The Fishing Vessel Richard Heath became disabled about 50 miles south of Nantucket. Coast Guard assisted with a tow to Woods Hole where a commercial salvage will assist.

May 28, 1990/ 12:41 AM

The Fishing Vessel Bernice C suffered from a lost clutch 135 miles southeast of Nantucket. Cutter Point Hannon towed vessel to Nantucket Sound for relief from a commercial salvage firm.

May 31, 1990/ 3:33 PM

A distress call was received from a vessel taking on water off Oak Bluffs, Martha's Vineyard. Vessel reported that "he was going down fast". A nearby fishing vessel assisted in getting the man onboard and subject vessel was reported to be awash and anchored. Commercial salvage will assist.

NOTES FROM USCG CUTTER CAMPBELL (WMEC 909)

WRITTEN BY ENSIGN JOHN HELLER

Congratulations to the "Barnacle" from the officers and crew of the US Coast Guard Cutter CAMPBELL (WMEC-909) of State Pier. We commend you for starting this forum to serve the maritime interests of our community.

Even though most of our operational efforts are based well to the south of New Bedford, Campbell is still very active here at home.

On May 21st, we got a call from Robert Healey that he witnessed a 20 foot sailboat which had become adrift from its mooring at Davy's Locker and was headed for the hurricane dike. In response, we dispatched our small boat with Seaman Wiley Mathis as the coxswain. He along with Mark Johnson and Cortez Brown were able to take the boat in tow and return it to

its owner.

On the 31st of this month, Campbell played host to approximately 250 visitors for a day cruise. The group consisted of family and friends of Campbell's crew along with 150 elementary students and teachers from the Acushnet School System and 6 hearing impaired elementary students from the Fall River Area. During the trip, the crew introduced their visitors to shipboard life and several demonstrations of Coast Guard missions. They were shown how we prepare and conduct law enforcement boardings. In addition, a 41 foot Coast Guard utility boat performed an actual medical evacuation on a crew member who needed medical attention. (he's fine; thanks.) They also had a Coast Guard

helicopter from Cape Cod demonstrate how they perform search and rescue at sea using a rescue swimmer. Everyone thoroughly enjoyed their afternoon at sea aboard Campbell.

June 1st brought along a joint commissioning and retirement ceremony aboard Campbell. Chief Petty Officer John Strauser was awarded a promotion to Chief Warrant Officer making him a commissioned officer in the United States Coast Guard. He was sworn in by Chief Warrant Officer John Patrick who retired from 21 years active duty and service to his country. Both men were joined by their wives, Mary Ann Patrick and Rita Strauser respectively, and their children.

THERE IS A DIFFERENCE...



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New Bedford, MA 02740
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Re-Elect Senator MacLean



BIFF & MARGE MACLEAN

A REPORT FROM THE OFFICE OF CONGRESSMAN GERRY E. STUDDS 10TH CONGRESSIONAL DISTRICT MASSACHUSETTS

MARTHA'S VINEYARD FISHERMAN VINDICATED

WASHINGTON, D.C. — The Canadian Department of Justice has decided not to appeal the acquittal of a Martha's Vineyard fisherman charged two years ago with fishing over the international maritime border, according to U.S. Rep. Gerry Studds (D-MA).

Roy Scheffer, captain of the fishing vessel MARY ELIZABETH, had been accused of fishing illegally in Canadian waters on Georges Bank on July 9, 1988. A year ago, a Nova Scotia trial judge found Capt. Scheffer not guilty. The Canadian government then appealed, and the Nova Scotia Supreme Court upheld the acquittal. The Canadian Justice Department had been considering further legal proceedings.

Rep. Studds, who has been pressing for bilateral cooperation to resolve disputes over the U.S.-Canada maritime boundary, reported today that the Canadian government has decided to drop the MARY ELIZABETH case. Attorneys for Captain Scheffer and for Louis Larsen, a Chilmark fisherman who owns the vessel, will be formally notified soon, Studds said.

Two years ago, armed Canadian enforcement officials boarded the MARY ELIZABETH, handcuffed Capt. Scheffer, and escorted the vessel to Halifax, Nova Scotia. Mr. Larsen was forced to post a \$200,000 bond to reclaim the seized vessel. In addition, the Canadian government kept \$7,500 in proceeds from the sale of the catch onboard at the time of its seizure. Rep. Studds said Mr. Larsen may now seek repayment.

"This is a bittersweet victory for Mr. Larsen and Captain Scheffer," Studds said. "Both men have been driven to the brink of financial disaster and both have suffered unfairly as a

result of the Canadian government's desire to use their case as an example to other U.S. fishermen."

Captain Scheffer and Mr. Larsen have consistently maintained that the vessel was not fishing in Canadian waters. Since the initial acquittal, the Canadian government has used every legal mechanism at its disposal to overturn the lower court decision.

"I regret it has taken the Canadian government so long to come to its senses and end this nightmare for Louis Larsen, and I intend to renew my request to Canadian officials to compensate Mr. Larsen in full for his considerable financial losses," Studds said.

The dispute over the MARY ELIZABETH was one of several involving U.S. fishing vessels allegedly fishing in Canadian waters over the last two years. To avoid confrontation and the possibility of serious injury on the high seas between fishermen and law enforcement officials, Rep. Studds has pressed for a U.S.-Canadian law enforcement agreement that protects fishermen from both countries.

"Both governments have been working toward such an agreement for months, and I am very hopeful that we will be able to announce progress within the next few weeks.

STUDDS ANNOUNCES CONGRESSIONAL HEARING ON COAST GUARD HOAX CALLS

Studds announced a Congressional Subcommittee will hold a field hearing in southeastern Massachusetts this summer on the effect of false distress calls on Coast Guard search-and-rescue efforts.

The hearing will focus on legislation introduced by Congressman Studds earlier this month after the loss

of the fishing vessel SOL-E-MAR, a New Bedford dragger. The Studds bill would stiffen federal penalties for making hoax calls to the Coast Guard. Efforts by Coast Guard dispatchers to respond to the SOL-E-MAR's distress call on March 25 were tragically diverted by a subsequent SOS which was identified as a hoax call.

Rep. Studds said that, since introducing the bill, he has pressed for a hearing of the House Subcommittee on Coast Guard, to be held in the Tenth Congressional District, on the increasing frequency of hoax calls and the resulting consequences for search-and-rescue efforts.

In a visit today to New Bedford, Studds announced that Congressman William Tauzin (D-LA), Chairman of the Coast Guard Subcommittee, has agreed to hold a hearing in southeastern Massachusetts in late July. The specific time and location will be announced in the near future.

The Studds bill would provide for penalties of five years in prison and \$20,000 in fines for persons who make false distress calls to the Coast Guard; require violators to reimburse the Coast Guard for the cost of any search-and-rescue efforts resulting from hoax calls; and authorize the installation of direction-finding equipment at most Coast Guard stations.

"The frequency of hoax calls is increasing, which is seriously complicating the Coast Guard's ability to do its job of saving lives," said Rep. Studds, a former Chairman of the House Coast Guard Subcommittee.

"We want to bring the Subcommittee to southeastern Massachusetts to make sure everything humanly possible is being done to ensure maritime safety."

Studds said the new Commandant of the Coast Guard, Admiral William Kime, will be invited to testify at the field hearing. Admiral Paul Yost, retiring Commandant,

recently expressed support for the Studds bill. Other witnesses at the summer hearing will include spokesmen for the local commercial fishing industry and officials of the Federal Communications Commission.

U.S. AND CANADA REACH MARITIME ACCORD

After 18 months of sporadic negotiations, U.S. and Canadian officials today announced an agreement to resolve fisheries law enforcement problems between the two countries.

U.S. Ambassador Edward E. Wolfe and Canadian Legal Advisor Edward G. Lee initialed the agreement, which will now be sent to Congress for its review. The agreement establishes clear rules for fisheries law enforcement along the east and west coast maritime boundaries between the two countries.

The Chairman of the House Fisheries Subcommittee, Rep. Gerry E.

Studds, called the agreement "a victory for those who believe that fisheries laws should be obeyed and that fisheries disputes should be settled without violence."

"I hope, as well, that this agreement will mark the beginning of a new era of cooperation between the U.S. and Canada on a whole range of fisheries issues, including conservation and management of shared fisheries resources," Congressman Studds said.

"I hope, as well, that this agreement will mark the beginning of a new era of cooperation between the U.S. and Canada on a whole range of fisheries issues, including conservation and management of shared fisheries resources," Congressman Studds said.

The agreement culminated an effort launched by Rep. Studds in November 1988 after a U.S. fishing vessel was fired upon by a Canadian patrol boat for allegedly fishing on the Canadian side of the maritime boundary on Georges Bank. Another shooting incident occurred in May of

last year.

The agreement obligates both countries to ensure that their nationals do not violate the fisheries laws of the other; to cooperate in standardizing fisheries law enforcement practices; and to guarantee the accuracy and consistency of navigational aids.

The two sides also agreed to consider a reciprocal observer program that would allow U.S. enforcement officials to participate in fisheries patrols aboard Canadian vessels and aircraft.

"Today's agreement will not guarantee an end to fisheries law enforcement problems on Georges Bank, but it is a significant step forward" Rep. Studds said. "My goal is to make certain that U.S. fishermen who obey the law are not forced to compete in the marketplace with fishermen who do not. And I do not want anyone getting shot over scallops. This agreement helps in both areas, and I congratulate the negotiators for their work."

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Schooner ERNESTINA's Coastal Packet Cruise to Martha's Vineyard

Bridgeport, CT

Crew in a real 19th Century sailing ship during this sail training program in Long Island Sound, Rhode Island Sound, the Vineyard Sound and the Atlantic Ocean

June 14 to June 16, 1990

Departing from Bridgeport Connecticut at 10 AM June 14, Sailing thru Long Island Sound, anchoring at night, and arrive at Martha's Vineyard late afternoon, early evening June 16



Total cost is \$285

You can register by stopping by the Schooner Ernestina Office, 30 Union Street, New Bedford or call (508) 992-4900



Martha's Vineyard, MA





OFFSHORE MARINERS ASSOCIATION UPDATES

PROVIDED BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

ELECTION IS CONCLUDED

The majority of ballots have been returned and the following individuals have been elected as directors:

DRAGGERS

PEDRO CURA - FISHERMAN
BOB McDONALD - KELLY ANN
MARIO LAVADINHO - VILA DE ILHAVO
BOBBY LANE - SHANNON III
REIDAR BENDIKSEN - NARRAGANSETT

SCALLOPERS

ANDREW REILLY - DONNA LYNN
KEN THUESTAD - PERSEVERENCE
ERIC HANSEN - ENDEAVOR
EDDIE WELCH - CANTON
LARRY YACUBIAN - INDEPENDENCE
JOHN RITA - ODYSSEY
PETER KILSHAW - NORTHERN EDGE

The four (4) nominees elected for Vice President include:

JOAO PEREIRA
JUDITH RAMOS

SOREN HENRIKSEN
CHARLIE QUINN

The Secretary/Treasurer has renominated Howard W. Nickerson as Clerk of the Corporation.

A CEREMONY TO 31 LOST SEAMEN

After more than seven years a special ceremony was held at the Massachusetts Maritime Academy recently to honor the 31 men who lost their lives when their Boston-bound coal ship sank off the Virginia coast in stormy seas on February 12, 1983. The event was supported by the Offshore Mariners Association. The ceremony included establishing a stone memorial for the crew of the *SS Marine Electric* and was the first observance by the school of National Maritime Day on May 22. It was attended by several hundred relatives, friends and former seamen.

Also honored were the master and chiefmate of the Kuwaiti oil tanker *Surf City* who were killed when it exploded February 22 in the Persian Gulf. They were former Massachusetts Maritime graduate Chiefmate Stephen McHugh of Stoughton and Captain Derrick Linardich of Norfolk, VA.

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Schooner ERNESTINA Log

Provided by Joseph C. Cardozo, Program & Development Director



Log of the Ernestina

The ERNESTINA departed New Bedford on May 17th, bound for Gloucester, Massachusetts for what must have seemed to the ship a step back into her former life; it was the "Gloucester Adventure Grand Banker Weekend," done in cooperation with the Schooner ADVENTURE of Gloucester, Massachusetts.

On the evening of May 18th, ten hearty souls came aboard to experience what the life of a 19th century Grand Banks fisherman might have been like. As soon as the group was settled, we traveled out of the harbor and anchored for the evening, departing early the next morning for the closest "bank", or fishing grounds. The wind was brisk and the sky sunny, which made for a great day of sailing. Traveling an average speed of six to seven knots while underway, the crew busily cut the fish to be used as bait, working on the deckhouse just as in days of old, and readied the trawl lines to be set out of the dories.

Toward later afternoon we anchored in Stellwagon Bank and sent out two dories of fishermen. Those remaining on the ship "jigged" for fish over the rail, and spent the time entranced by the fifty to seventy five whales that frolicked in the vicinity. That evening the gang of twenty (our ten fishermen plus the regular crew) gathered in the foc'sole, to hear the old man, that is, Captain Moreland, read accounts of fishing voyages undertaken by our ship in the early days of this century. It seemed to us that evening, in that cozy, brightly varnished and lantern-lit space, that not so much had changed.

Early next morning the ship was visited by two humpbacked whales, who came within three feet of the rail and played about the ship for over fifteen minutes. Habitual early riser Laurie, and the two crew members on anchor watch, George and Bob were the only lucky souls on deck, and treated to a show they will never forget. A short while after the whales' departure, Ernie came up on deck and caught the only fish of the weekend!

By that time the rest of the crew was up and converged once again to the foc'sole, where we feasted on the traditional Grand Bank breakfast of "Fish and Brewis". Pronounced "brews", its a hearty dish of salt cod and hard tack biscuits smothered in pork fat and topped with "scruncions", crispy fried bits of pork fat. Sounds crazy, we know, but its a great delicacy that some of the crew members first tasted during our homecoming voyage to Brigus, Newfoundland in 1988. And its only properly served if there's blueberry pie alongside; we polished off four of them that morning. (We added Ernie's one fish to the "fish and brewis", by the way the Schooner achieved what she set out to do, anchor on the fishing banks almost out of sight of land with lots of fish, just not much catching.

Another beautiful day of sailing brought us back to Gloucester. The fair breeze, the sunny, brisk weather, the memory of all those whales, and the great comradeship of the group of "Grand Bankers" assembled more than made up for the lack of fish. It's a trip we're all ready to do again.

By the time our fishermen had disembarked, the rain had begun, but that didn't deter the ERNESTINA from taking out a group of Schooner ADVENTURE supporters for a four hour evening sail. All proceeds went to help our sister ship, which was built in the same ship yard as the ERNESTINA, and is now undergoing restoration.

The following morning brought more rain, and it brought twenty brave 7th, 8th, and 9th graders, and four instructors, from the East Harlem Maritime High School of New York City, to the ERNESTINA for four days of sailing. The weather became a special challenge for crew and cadets alike, for it acted nothing like the late May weather we were hoping for; cold rain continued for three of their four days on the ship.

The cold, wet weather didn't stop the group from doing any of the things they'd come to do, however. They stood anchor watch, they learned small boat handling through daily ventures in the dories, and they learned to steer the ship, each taking a turn at the helm; They practiced their knots, and taught the newly learned

knots to each other. They worked the ship as a team, and looked out for each other in a caring way that was a joy to behold.

The Captain especially enjoyed watching the differing personalities emerge from the group of cadets. "Especially the students who were back for a second year," he remarked. "Those students seemed to take a special pride in handling the ship." They weathered it all, even the seasickness that overtook more than half the contingent of cadets the first day out. And on the last day, sure enough, the sun appeared and stayed with us to homeport of New Bedford.

We entered New Bedford harbor at 2:00 p.m., May 24th, and found a welcoming committee waiting at Coal Pocket Pier to catch the dock lines, including City Councilor Mary Barros, Harbormaster Larry Chongarlides, Mayoral representative Tourism and Cultural Development Director Nina Catelli, Whaling Museum Director Anthony Zane, Schooner ERNESTINA Commission Chairman Robert J. Alves, Program Director Joseph C. Cardozo, and Secretary Jessica Gonzalez, and many other friends of the ship. As the cadets readied to begin the bus journey back to New York, the Captain called one final muster. Assistant Principal of the East Harlem Maritime School Joyce Miller presented each cadet with an ERNESTINA sweatshirt, and from the Captain they received a beautiful color print of the ship. Councilor Barros and Ms. Catelli formally welcomed the group to New Bedford. Then it was time to say "Fair winds, till next year."

The Schooner Ernestina Commission wishes to thank Laurie Moreland for her contribution to this edition of the log.

For further information please contact the Schooner ERNESTINA office at 30 Union Street, New Bedford, MA 02740



The hardy crew from East Harlem Maritime High School gathers at the bow for final photos before departing for New York City.



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Games

Breaktime Cryptogram

LAPR LA-OVZZRT AQRE
PHETL LSAXZT YR OZALRT
DAI IRQVHIL.

The Scrambler

Unscramble the words below, one letter to each square to form everyday words.

1. OASNSE
□ □ □ □ □

2. HLERAT
□ □ □ □ □

3. ICSVEO
□ □ □ □ □

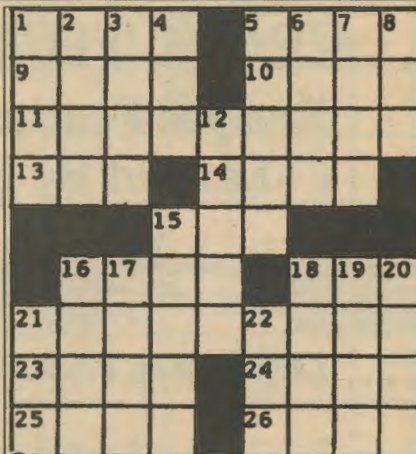
4. BEHXITI
□ □ □ □ □

5. AIFSAR
□ □ □ □ □

Now unscramble the circled letters to form the mystery word.

Mystery Word

□ □ □ □ □



Celebration Crossword

ACROSS

1. Statutes
5. Not that
9. Isaac's son
10. Nevada city
11. July 4th or Canada Day event
13. Scottish cap
14. July birthstone
15. Hole
16. Telegram
18. Roll of money
21. July flower: 2 wds.
23. July drinks
24. Otherwise
25. Jewels
26. Smell

DOWN

1. Departed
2. A continent
3. Like July weather
4. Take to court
5. Rainbow fish
6. Oregano or thyme
7. Black
8. Distress signal
12. More ironic
15. Iron clothes
16. Walk through water
17. Bit of news
18. Not tame
19. Besides
20. Tint user
21. Joker
22. July sign

FROM THE GALLEY

Recipes Featuring The Best Of The Sea
Landed By New Bedford fishermen

Special thanks to Andre P. Trahan for the recipe

LOBSTER TAILS STUFFED WITH SCALLOPS

2 LOBSTERS (1-1 1/2 EACH)
1/4 lb NEW BEDFORD SEA SCALLOPS
4 OZ. CAN MUSHROOMS (DRAINED)
2 TABLESPOONS MELTED BUTTER
2 TABLESPOONS FLOUR
1 Cup milk
1/2 Cup GRATED PARMESAN CHEESE
Paprika

Boil lobsters until done. REMOVE all MEAT FROM lobsters. REMOVE MEAT FROM tails BUT KEEP tail shells INTACT. CUT MEAT INTO 1/2 inch chunks. Cook mushrooms and scallops in butter 5 minutes; blend in flour and salt. Add milk gradually; cook until thick while stirring constantly. Add GRATED cheese and lobster meat. Fill the tail shells with the lobster/scallop mixture and sprinkle with paprika. PLACE shells ON BARBECUE grill shell-side down OR place ON baking sheet 6 inches from broiler.

HEAT 10 - 12 MINUTES. SERVES 2.

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Answers to the Scrambler

1. season
2. lather
3. voices
4. exhibit
5. safari

Mystery Word

vessel

L	A	W	S			T	H	I	S
E	S	A	U			R	E	N	O
F	I	R	E	W	O	R	K	S	
T	A	M				R	U	B	Y
				P	I	T			
	W	I	R	E		W	A	D	
W	A	T	E	R	L	I	L	Y	
A	D	E	S			E	L	S	E
G	E	M	S			O	D	O	R

Cryptogram Answer

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